

DATED 15th June 2022

(1) THE COUNCIL OF THE BOROUGH OF HAVANT

and

(2) HAMPSHIRE COUNTY COUNCIL

and

(3) CLOWES DEVELOPMENTS (UK) LIMITED

SECTION 106 AGREEMENT

Under Section 106 Town and Country Planning Act 1990

relating to land being a former landfill site known as Brockhampton West, Harts Farm Way,
Broadmarsh, Havant

THIS AGREEMENT is made on

15th June

2022

BETWEEN:

1. **THE COUNCIL OF THE BOROUGH OF HAVANT** of Public Service Plaza Civic Centre Road Havant PO9 2AX (**Borough Council**);
2. **HAMPSHIRE COUNTY COUNCIL** of The Castle, Winchester, Hampshire, SO23 8UJ (**County Council**); and
3. **CLOWES DEVELOPMENTS (UK) LIMITED** who is incorporated and registered in England and Wales with company number 00819793 and whose registered office is at Ednaston Park Painters Lane, Ednaston, Ashbourne, Derbyshire, England, DE6 3FA (**Owner**)

BACKGROUND

- (A) For the purposes of the Act, the Borough Council and the County Council are the local planning authorities for the area within which the Land is situated.
- (B) The County Council is also the Highway Authority for Hampshire (save for trunk roads and special roads) and the Transport Authority for Hampshire for the purpose of the Transport Act 1985 and 2000.
- (C) The whole of the Land is registered with the Land Registry as title number SH55755.
- (D) The Owner is the freehold owner of the whole of the Land.
- (E) The Application has been submitted on behalf of the Owner to the Borough Council for permission to develop the Land in accordance with the Planning Permission.

The parties agree as follows:

1 DEFINITIONS

From the date of this Agreement unless the context otherwise requires, the following definitions apply to this Agreement and Background:

"the Act"	means the Town and Country Planning Act 1990
"Application"	means the application submitted to the Borough Council for outline planning permission to carry out the Development and given the Council's reference number APP/21/00189
"Approved Matters"	means any facilities, services, project work, infrastructure or highways works relating to the Development or in respect of which this Agreement authorises the financial contributions to be applied
"Borough Council Monitoring Fee"	means the sum of £7,958.84 as a contribution towards the costs incurred by the Borough Council in the provision of a suitably qualified and experienced person whose function is to monitor, coordinate and enforce the obligations contained within this Agreement

"Commencement of Development"	means the date on which any material operation (as defined in Section 56(4) of the Act) forming part of the Development is begun other than (for the purposes of this Agreement and for no other purpose) operations consisting of: site clearance or maintenance, demolition work, archaeological investigations, investigations for the purpose of assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services on the Land or the erection of any hoardings or other boundary treatment (including marketing boards), and "Commence", "Commencement" and similar expressions shall be construed accordingly
"Completion Certificate Standard"	means in the case of the Highway Works completion to the full satisfaction of the County Council as evidenced by the issue of a certificate of completion by the County Council pursuant to a related Section 278 Agreement
"County Council Monitoring Fee"	means the sum of £1,000 as a contribution towards the costs incurred by the County Council in the provision of a suitably qualified and experienced person whose function is to monitor, coordinate and enforce the obligations contained within this Agreement
"CPI"	means the consumer prices index published by the Office of National Statistics
"Development"	means the development of the Land for new employment units to provide up to 29,000 sq m (gross internal area) for flexible use across use classes E(g) (light industrial), b2 and b8 with ancillary offices, car parking, service yards, drainage works, landscaping with associated works to prepare the site for development in accordance with the Planning Permission
"Director"	means the Director of Economy Transport and Environment at the County Council or his appointed representative for the time being or successor
"Employment Plan"	means a scheme aimed at improving and benefitting the local labour market and economy by raising skills and enabling local people to compete for the jobs generated
"Employment Unit"	means the commercial unit or commercial units to be constructed as part of the Development and the expression "Employment Units" shall be construed accordingly
"Expert"	means an independent and suitable person holding appropriate professional qualifications and of at least 10 years' post qualification experience in the area of expertise relevant to the dispute and appointed in accordance with the provisions of clause 12 to determine a dispute
"Framework Travel Plan"	means the framework travel plan agreed by the County Council and attached as Appendix 4 to this Agreement.

"Head of Legal"	means the Head of Legal Services for the time being to the Borough Council or at the County Council as the context requires or his appointed representative for the time being or successor
"Highway Agreement"	means an agreement made under section 278 and/or section 38 of the Highways Act 1980 to secure the Highway Works
"Highway Works"	means the highway works consisting of: i. the implementation of a toucan crossing along Harts Farm Way as shown in principle on drawing number 205465/PD03 Rev G attached to the Agreement as Appendix 2, ii. the provision of a shared use footway/cycleway connecting to the Harts Farm Way toucan crossing as shown in principle on drawing number 205465/PD03 Rev G attached to the Agreement as Appendix 2, iii. the provision of a footway eastwards of the main access to the Land connecting to the footbridge over Hermitage Stream as shown in principle on drawing numbers 205465/PD03 Rev G attached to the Agreement as Appendix 2 and 205465/PD14 attached to the Agreement as Appendix 3, and iv. the provision of the eastern and western vehicular accesses to serve the Land from Harts Farm Way as shown in principle on drawing number 205465/PD03/Rev G attached to the Agreement as Appendix 2
"Index"	means CPI
"Index Linked"	means increased in accordance with the following formula: Amount payable = the payment specified in this deed x (A/B) where: A = the last figure published for the Index that applied immediately preceding the date that payment was due B = the last figure published for the Index that applied immediately prior to the date of this Agreement
"Interest"	means interest at 4% above the base lending rate of the Barclays Bank PLC from time to time
"Land"	means the freehold property known as Brockhampton West, Harts Farm, Broadmarsh Havant registered at the Land Registry as SH55755 and shown edged red on the Plan
"Location Plan"	means the location plan marked 3138/PL/200 attached as Appendix 1 to the Agreement

"Occupation"	means occupation of the Employment Units for the purposes permitted by the Planning Permission but not including occupation by personnel engaged in construction, fitting out or decoration or occupation for marketing or display and "Occupy" shall be similarly construed
"Planning Permission"	means the conditional planning permission that may be granted in pursuance of the Application
"Solent Wader and Brent Goose Strategy"	means the framework to conserve, protect, mitigate and manage impacts of development upon Brent Geese and Solent Waders
"SWBGS Contribution"	means the sum of £159,176.70 payable to the Borough Council as a contribution towards measures to mitigate against the loss of the Land as a secondary support habitat for Solent Waders and Brent Geese in accordance with the Solent Wader and Brent Goose Strategy
"Travel Plan"	means one or more final and full form travel plan(s) based on the Framework Travel Plan for the Land or for each of the Employment Units such travel plan(s) to be approved by the County Council
"Travel Plan Approval Fee"	means the sum of £1,500 (one thousand five hundred pounds) payable by the Owner to the County Council towards the costs incurred or to be incurred in reviewing and approving the Travel Plan
"Travel Plan Bond Sum"	means an agreed sum to be payable as a bond or cash deposit being the reasonable and proper costs of implementation and compliance with the targets and measures of the relevant Travel Plan as estimated by the County Council plus 10% thereof
"Travel Plan Co-ordinator"	means a suitably qualified and experienced person employed or appointed pursuant to the Travel Plan(s) who has responsibility for developing implementing monitoring progress reporting and reviewing the Travel Plan(s) in order to ensure that the Travel Plan(s) achieves its or their stated targets
"Travel Plan Monitoring Fee"	means the sum of £15,000 (fifteen thousand pounds) payable to the County Council after the approval of the Travel Plan(s) towards the costs to be incurred by the County Council in monitoring the Travel Plan(s)
"Working Day"	means a day other than a Saturday, Sunday or public holiday in England

2 INTERPRETATION

- 2.1 The clause and paragraph headings in this Agreement are for reference only and do not affect its construction or interpretation.
- 2.2 References to clauses and Schedules are to the clauses and Schedules of this Agreement, unless stated otherwise.

- 2.3 A reference to a paragraph is to the paragraph of the Schedule in which the reference is made, unless stated otherwise.
- 2.4 Words importing one gender include any other genders and words importing the singular include the plural and vice versa.
- 2.5 A reference to a person includes a reference to a firm, company, authority, board, department or other body and vice versa.
- 2.6 Unless this Agreement states otherwise, any reference to any legislation (whether specifically named or not) includes any modification, extension, amendment or re-enactment of that legislation for the time being in force and all instruments, orders, notices, regulations, directions, byelaws, permissions and plans for the time being made, issued or given under that legislation or deriving validity from it.
- 2.7 References to the Land include any part of it.
- 2.8 References to any party in this Agreement shall include the successors in title to that party and to any person deriving title through or under that party and any reference to the Borough Council or the County Council includes any successor to their respective statutory functions.
- 2.9 References to "including" mean "including, without limitation".
- 2.10 Any covenant by the Owner not to do any act or thing includes a covenant not to permit or allow the doing of that act or thing.
- 2.11 Where two or more people form a party to this Agreement, the obligations they undertake may be enforced against them all jointly or against each of them individually.
- 2.12 If any provision is held to be illegal, invalid or unenforceable, the legality, validity and enforceability of the remainder of the Agreement shall be unaffected.

3 STATUTORY PROVISIONS

- 3.1 This Agreement is made by deed pursuant to section 106 of the Act, section 111 of the Local Government Act 1972 and section 1 of the Localism Act 2011.
- 3.2 To the extent that they fall within the terms of section 106 of the Act, the obligations contained in this Agreement are planning obligations for the purposes of those sections of the Act and are enforceable by the Borough Council and the County Council.
- 3.3 To the extent that any of the obligations contained in this Agreement are not planning obligations within the meaning of the Act, they are entered into pursuant to the powers contained in section 111 of the Local Government Act 1972, section 1 of the Localism Act 2011 and all other enabling powers.
- 3.4 Nothing in this Agreement restricts or is intended to restrict the proper exercise at any time by the Borough Council or the County Council of any of its statutory powers, functions or discretions in relation to the Land or otherwise.

4 CONDITIONALITY

This Agreement is conditional upon:

- (i) the grant of the Planning Permission; and
- (ii) the Commencement of Development

save for the provisions of Clauses 2, 3, 4, 8, 10, 11, 12, 18, 19 and 21 which shall come into effect immediately upon completion of this Agreement.

5 THE OWNER'S COVENANTS

The Owner covenants with the Borough Council and the County Council to comply observe and perform the obligations as set out in this Agreement including Schedules One Two Three and Six.

6 COVENANTS BY THE BOROUGH COUNCIL

The Borough Council covenants with the Owner to observe and perform the covenants, restrictions and obligations contained in Schedule Four

7 COVENANTS BY THE COUNTY COUNCIL

The County Council covenants with the Owner to observe and perform the covenants, restrictions and obligations contained in Schedule Five.

8 REGISTRATION

This Agreement shall be registered by the Borough Council as a Local Land Charge in the Register of Local Land Charges maintained by the Council.

9 RELEASE

9.1 No party shall be liable for any breach of a covenant, restriction or obligation contained in this Agreement after parting with all its interest in the Land except in respect of any breach subsisting prior to parting with such interest.

9.2 No planning obligation contained in this Agreement shall be binding on any land held by any of the statutory utilities for their operational purposes.

9.3 Except for the planning obligations contained in Schedule One Employment Plan and Schedule 2 Paragraph 2 Travel Plan no planning obligations contained in this Agreement shall be binding on any freehold or leasehold owners or occupiers of individual Employment Units constructed pursuant to the Planning Permission (or their respective mortgagees).

10 NOTICES

10.1 The Owner agrees to give the Borough Council and County Council immediate written notice of any change in ownership of any of its interests in the Land occurring before all the obligations under this Agreement have been discharged and such notice shall give details of the transferee's full name and

10.1.1 registered office where the transferee owner is a company

10.1.2 usual address where the transferee is not a company

together with details of the area of the Land or unit of occupation transferred by reference to a plan

10.2 Any notice, demand or any other communication to be given under or in connection with this Agreement shall be in writing and will be effective only if delivered by hand or sent by recorded delivery to the party due to receive the notice, demand or communication.

- 10.3 Any notice, demand or any other communication served shall be sent to the address of the relevant party set out at the beginning of this Agreement or to such other address as one party may notify in writing to the others at any time as its address for service and in the case of service upon the Borough Council and/or the County Council shall be marked for the attention of the Head of Legal and any communication to the County Council shall include mention of the reference HLS-142631/CMR.
- 10.4 Unless the time of actual receipt is proved, a notice, demand or communication sent by the following means shall be treated as having been served:
- 10.4.1 if delivered by hand, at the time of delivery; or
- 10.4.2 if sent by recorded delivery, at the time delivery was signed for.
- 10.5 If a notice, demand or any other communication is served after 4.00pm on a Working Day, or on a day that is not a Working Day, it shall be treated as having been served on the next Working Day.
- 10.6 For the avoidance of doubt, where proceedings have been issued in the Courts of England and Wales, the provisions of the Civil Procedure Rules must be complied with in respect of the service of documents in connections with those proceedings.
- 11 COSTS OF THIS AGREEMENT**
- On or before completion of this Agreement the Owner shall pay to the Borough Council and the County Council its reasonable and proper legal costs in connection with the preparation, negotiation and completion of this Agreement together with the County Council's reasonable and proper development control costs of £2,550 (two thousand five hundred and fifty pounds)
- 12 DETERMINATION OF DISPUTES**
- 12.1 Subject to clause 12.6, if any dispute arises relating to or arising out of the terms of this Agreement, either party may give to the other not less than 10 Working Days written notice requiring the dispute to be determined under this clause 10. The notice shall propose an appropriate Expert and specify the nature and substance of the dispute and the relief sought in relation to the dispute.
- 12.2 Any dispute over the appointment of the Expert appropriate to resolve the dispute may be referred at the request of either party to the President or next most senior available officer of the Law Society of England and Wales who will have the power, with the right to take such further advice as he may require, to determine the appropriate Expert and to arrange his nomination.
- 12.3 The Expert shall act as an independent expert and:
- 12.3.1 each party may make written representations within ten Working Days of his appointment and will copy the written representations to the other party;
- 12.3.2 each party shall have a further ten Working Days to make written comments on the other's representations and will copy the written comments to the other party;
- 12.3.3 the Expert shall be at liberty to call for such written evidence from the parties and to seek such legal or other expert assistance as he or she may reasonably require;

- 12.3.4 the Expert shall not take oral representations from the parties without giving both parties the opportunity to be present and to give evidence and to cross examine each other;
 - 12.3.5 the Expert shall have regard to all representations and evidence before him when making his decision, which shall be in writing, and shall give reasons for his decision; and
 - 12.3.6 the Expert shall use all reasonable endeavours to publish his decision within 30 Working Days of his appointment.
- 12.4 Responsibility for the costs of referring a dispute to an Expert under this clause 12, including costs connected with the appointment of the Expert and the Expert's own costs, but not the legal and other professional costs of any party in relation to a dispute, will be decided by the Expert in such proportions as the Expert may determine but if not addressed, will be borne equally
- 12.5 This clause 12 does not apply to disputes touching or concerning the construction or interpretation of this Agreement which will be subject to the jurisdiction of the courts.
- 12.6 The provisions of this clause 12 shall not affect the ability of the Borough Council and County Council to apply for and be granted declaratory relief injunction specific performance payment of any sum damages or any other means of enforcing this Agreement and consequential and interim orders and relief.
- 13 REASONABLENESS**
- Any approval, consent, direction, authority, agreement or action to be given by the Borough Council or County Council under this deed shall not be unreasonably withheld or delayed.
- 14 CONTRACTS (RIGHTS OF THIRD PARTIES) ACT 1999**
- For the purposes of the Contracts (Rights of Third Parties) Act 1999 this Agreement is not made for the benefit of nor shall any of its provisions be enforceable by any person other than the parties to his Agreement and their successors in title.
- 15 INDEXATION**
- 15.1 The SWBG Contribution payable to the Borough Council shall be Index Linked.
- 15.2 Where reference is made to an index and that index ceases to exist or is replaced or rebased then it shall include reference to any index which replaces it or any rebased index (applied in a fair and reasonable manner to the periods before and after rebasing under this deed) or in the event the index is not replaced, to an alternative reasonably comparable basis or index as the Borough Council shall advise the Owner in writing.

16 INTEREST

If any sum due under this Agreement is paid late Interest will be payable from the date payment is due until the date of payment.

17 WAIVER

No failure or delay by the Borough Council or County Council to exercise any right or remedy provided under this Agreement or by law shall constitute a waiver (whether express or implied) for any breach or default by the Owner in performing or observing any of the covenants, restrictions or obligation contained in this Agreement. No single or partial exercise of such right or remedy shall prevent or restrict the further exercise of that or any other right or remedy.

18 SPEND IN ADVANCE

18.1 The Borough Council and the County Council are entitled at their sole discretion but acting reasonably to:

18.1.1 enter into contractual arrangements;

18.1.2 incur expenditure, including but not limited to any design costs; and/or

18.1.3 commence works,

in respect of any Approved Matters at any time, even if the trigger point for the payment of the relevant financial contribution has not yet arisen.

18.2 If the Borough Council and/or the County Council exercises its right under clause 18.1:

18.2.1 the Borough Council and/or the County Council may immediately following receipt of any relevant financial contribution, deduct a sum equivalent to the amount of expenditure or liability incurred (Deduction); and

18.2.2 the Borough Council and/or the County Council shall not be required to repay any Deduction or account for any interest accrued on it; and

18.2.3 any such Deduction shall be and remain the property of the Borough Council and/or County Council and shall not be bound by the terms of this Agreement.

19 TERMINATION

19.1 The obligations in this Agreement (with the exception of clause 11) shall cease to have effect if before Commencement of Development, the Planning Permission:

19.1.1 expires;

19.1.2 is revoked; or

19.1.3 is quashed following a successful legal challenge.

20 FUTURE PERMISSIONS

20.1 Nothing in this Agreement shall prohibit or limit the right to develop any part of the Land in accordance with a planning permission (other than the Planning Permission) granted (whether or not on appeal) after the date of this Agreement.

- 20.2 This Agreement shall apply to any planning permission subsequently granted under section 73 or 73A of the Act which permits non-compliance with any of the conditions attached to the Planning Permission (a "Subsequent Permission") and the Planning Permission shall be construed to include the development as stated in the Subsequent Permission unless otherwise required prior to the grant of the Subsequent Permission by the Borough Council or the County Council or the circumstances in clause 18.1 arise and this shall not prevent the Borough Council or the County Council from requiring a further s106 agreement to be entered into in respect of any such planning permission.

21 JURISDICTION

- 21.1 This Agreement shall be governed by and interpreted in accordance with the laws of England.
- 21.2 The Courts of England shall have jurisdiction in relation to any disputes between the parties arising out of or related to this Agreement.

IN WITNESS of which this document has been duly executed as a deed and delivered on the date stated at the beginning of this document.

SCHEDULE ONE

Employment Plan

- 1 The Owner covenants with the Borough Council as follows:
 - 1.1 Subject as mentioned below prior to allowing Occupation of an Employment Unit by a prospective Owner to enter into an agreement for the lease or sale agreement (the " Sale Agreement") with such prospective Owner which contains a condition for the prospective Owner prior to Occupation of the relevant Employment Unit to submit an Employment Plan to the Borough Council for approval PROVIDED ALWAYS that neither the Owner or prospective Owner (as the case may be) shall be required to take any action that is contrary to its commercial objectives or law
 - 1.2 In the case of a Sale Agreement with a third party who does not intend to Occupy the Employment Unit then such Sale Agreement shall contain an obligation on such party to ensure that a first Occupier shall comply with the obligation to submit an Employment Plan.
 - 1.3 Within 5 working days of the completion of the Sale Agreement to notify the Borough Council of the name and address of the prospective Owner, the address of the Employment Unit, and the proposed date of Occupancy.
 - 1.4 To exercise reasonable endeavours to ensure that the prospective Owner has complied with the condition in 1.1 before the lease or sale of the Employment Unit to a new Owner is completed
2. For the avoidance of doubt this obligation shall be enforceable against the Owner of each individual Employment Unit and where there are separate Owners of the Employment Units each Owner shall only be liable for the obligations of this Schedule in relation to their own Employment Unit.

SCHEDULE TWO

Borough Council Contributions

The Owner covenants with the Borough Council as follows:

1 BOROUGH COUNCIL MONITORING FEE

Not to Commence nor permit Commencement of Development until the Borough Council Monitoring Fee has been paid to the Borough Council.

2 SWBGS CONTRIBUTION

Not to Commence or permit Commencement of Development until the SWBGS Contribution has been paid to the Borough Council.

SCHEDULE THREE

Highways, Transport and Travel

The Owner covenants with the County Council as follows:

1 COUNTY COUNCIL MONITORING FEE

Not to commence nor permit Commencement of Development until the County Council Monitoring Fee has been paid to the County Council.

2 TRAVEL PLAN

2.1 Not to Occupy nor permit Occupation any Employment Unit until the relevant Travel Plan has been submitted to and approved in writing by the County Council.

2.2 On demand and in any event prior to Occupation to pay to the County Council the Travel Plan Approval Fee.

2.3 Not to Occupy nor permit Occupation of the Development until the Travel Plan Monitoring Fee has been paid to the County Council.

2.4 Without prejudice to the approved Travel Plan the Owner shall not Occupy nor permit Occupation of the Land (or any part thereof) unless and until it has appointed a Travel Plan Co-ordinator for the whole of the Land (or for that Employment Unit) to implement the Travel Plan and has notified the County Council in writing of such appointment

2.5 Not to Occupy nor permit Occupation of the relevant Employment Unit until it has provided to the County Council the relevant Travel Plan Bond Sum to the effect that if in the opinion of the County Council acting reasonably the Owner unreasonably fails at any time within five years of Occupation of the Development (or the relevant Employment Unit) to deliver the agreed measures/ targets and/or comply with any/all of the measures/targets contained within the Travel Plan the Owner shall pay to the County Council on demand such apportioned Travel Plan Bond Sum as may be certified by the Director to be required in order to remedy the failure to achieve and implement the agreed measures/targets contained within the Travel Plan or such alternative measures as the Director (acting reasonably) in his absolute discretion determines will achieve the overall aims of the relevant Travel Plan.

2.6 That if it or its successors in title Occupy the relevant Employment Unit they will implement the Framework Travel Plan or the Travel Plan relating to the relevant Employment Unit to be Occupied and shall use all reasonable endeavours to achieve the targets set therein.

2.7 To include in any tenant's lease or occupier's license of any part or parts of the Development a covenant that the tenant or occupier will implement the Travel Plan in respect of such part or parts of the Development and further that it will use all reasonable endeavours to enforce such obligations against any such tenant or occupier

2.8 That within 20 working days of the letting of the Development or any part or parts thereof it will procure the delivery to the County Council of a notice giving the following details:

- the name and address of the tenant;
- a description of the premises demised (including by reference to a drawing);
- the length of the term; and
- a sufficient extract of the lease setting out the terms of the covenant expressed in favour of the County Council in relation to the Travel Plan

3 HIGHWAY WORKS

- 3.1 Not to Commence or permit Commencement of Development until the Owner has entered into a Highway Agreement with the County Council for the Highway Works .
- 3.2 That it shall carry out and complete the Highway Works in accordance with the Highway Agreement.
- 3.3 Not to Occupy or permit Occupation of any part of the Development until the Highway Works have been carried out to Completion Certificate Standard in accordance with the Highway Agreement.

SCHEDULE FOUR
COVENANTS BY THE BOROUGH COUNCIL

The Borough Council covenants with the Owner as follows:

1. SWBGS CONTRIBUTION

- 1.1 Not to use any part of the SWBGS Contribution other than for the purposes for which it was paid (whether by the Borough Council or another party).
- 1.2 In the event that the SWBGS Contribution has not been spent or committed for expenditure by the Borough Council within 10 years following the date of receipt of the SWBGS Contribution the Borough Council shall refund to the Owner any part of the SWBGS Contribution which has not been spent or committed for expenditure, together with any accrued interest.

2. PLANNING PERMISSION

- 2.1 The Council shall on completion of this Agreement issue the Planning Permission within five Working Days.

SCHEDULE FIVE

Covenants By The County Council

The County Council covenants with the Owner as follows:

Travel

1. Not to use any part of the Travel Plan Bond Sum other than for the purposes for which it was paid.

SCHEDULE SIX

Miscellaneous covenants

The Owners covenant with the Borough Council and the County Council) as follows:

1. COMMENCEMENT OF DEVELOPMENT

To give to the Borough Council and County Council not less than ten Working Days written notice of their intention to Commence Development.

2. OCCUPATION

To give to the Borough Council and County Council not less than ten working days written notice of first Occupation.

3. SUBMISSION OF DOCUMENTS

To provide when submitting documents or details to the Borough Council and/or County Council pursuant to the Schedules of this Agreement a reference to the Planning Permission, and in the case of any submission to the County Council mention of the reference HLS-142631/CMR the date and parties to this Agreement, and the paragraph and Schedule under which approval is sought (together with a statement of the date by which a decision must be given by the Borough Council and/or the County Council).

Appendix 1 - Location Plan (31383/PL/200)



13364



Senior Solicitor

NOTES:

SUBJECT TO STATUTORY COMMENTS
SUBJECT TO SURVEY

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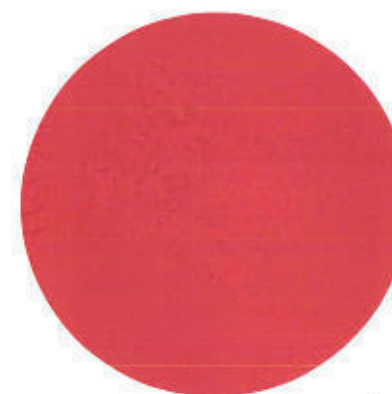
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REV	DATE	NOTE	BY	AC
01	08/02/2021	Final Issue	AC	AC

**MICHAEL
SPARKS
ASSOCIATES**

(CHARTERED ARCHITECTS)

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LONDON SW16 4TU

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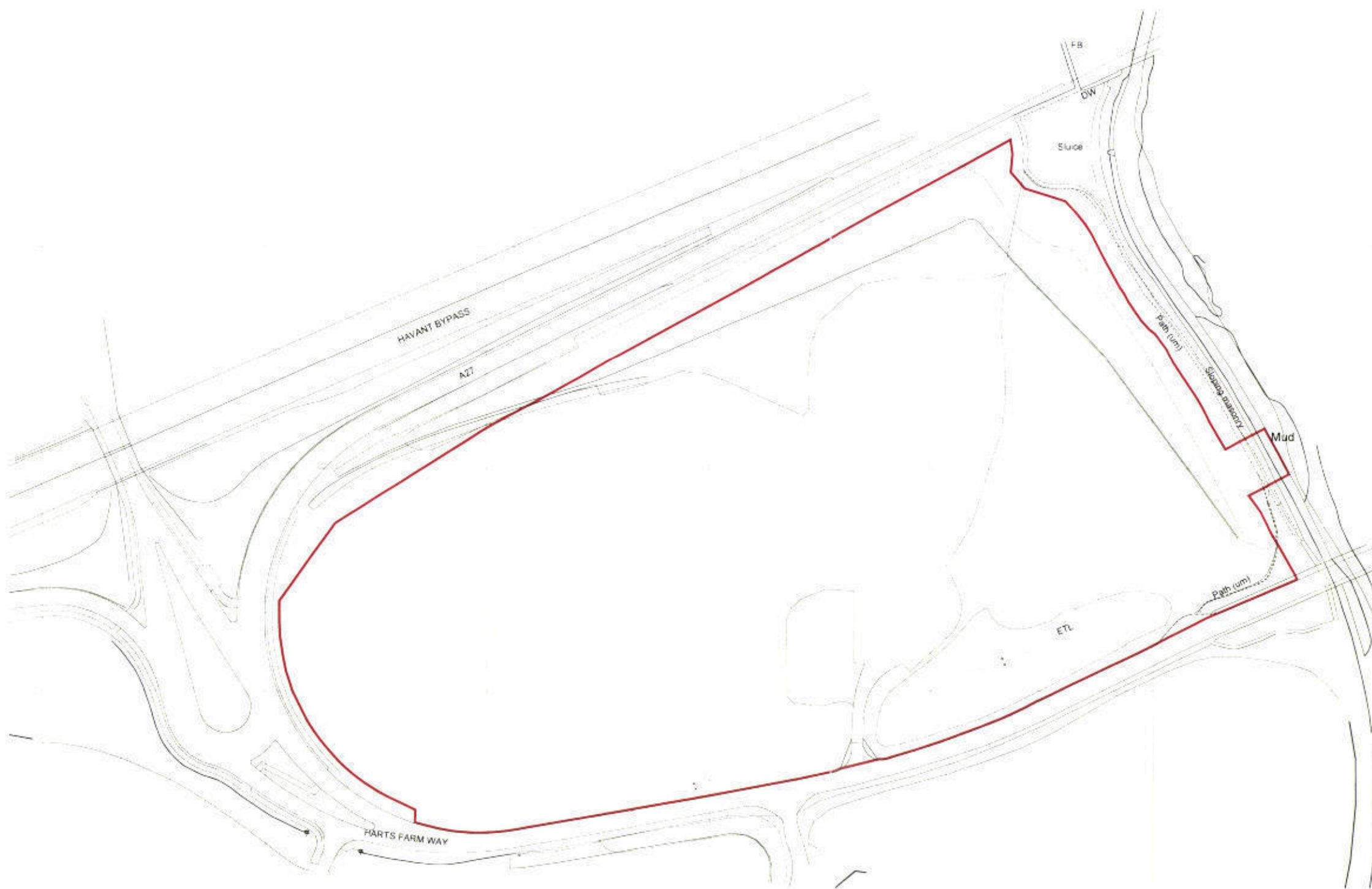
WWW.MICHAELSPARKS.CO.UK

TITLE
HARTS FARM WAY, HAVANT
DRAWING
SITE LOCATION PLAN

CLIENT

DATE FEBRUARY 2021	SCALE 1:1000 @ A1	DRAWN AH
	STATUS PLANNING	CHECKED AC

DRAWING NUMBER
31383 / PL / 200

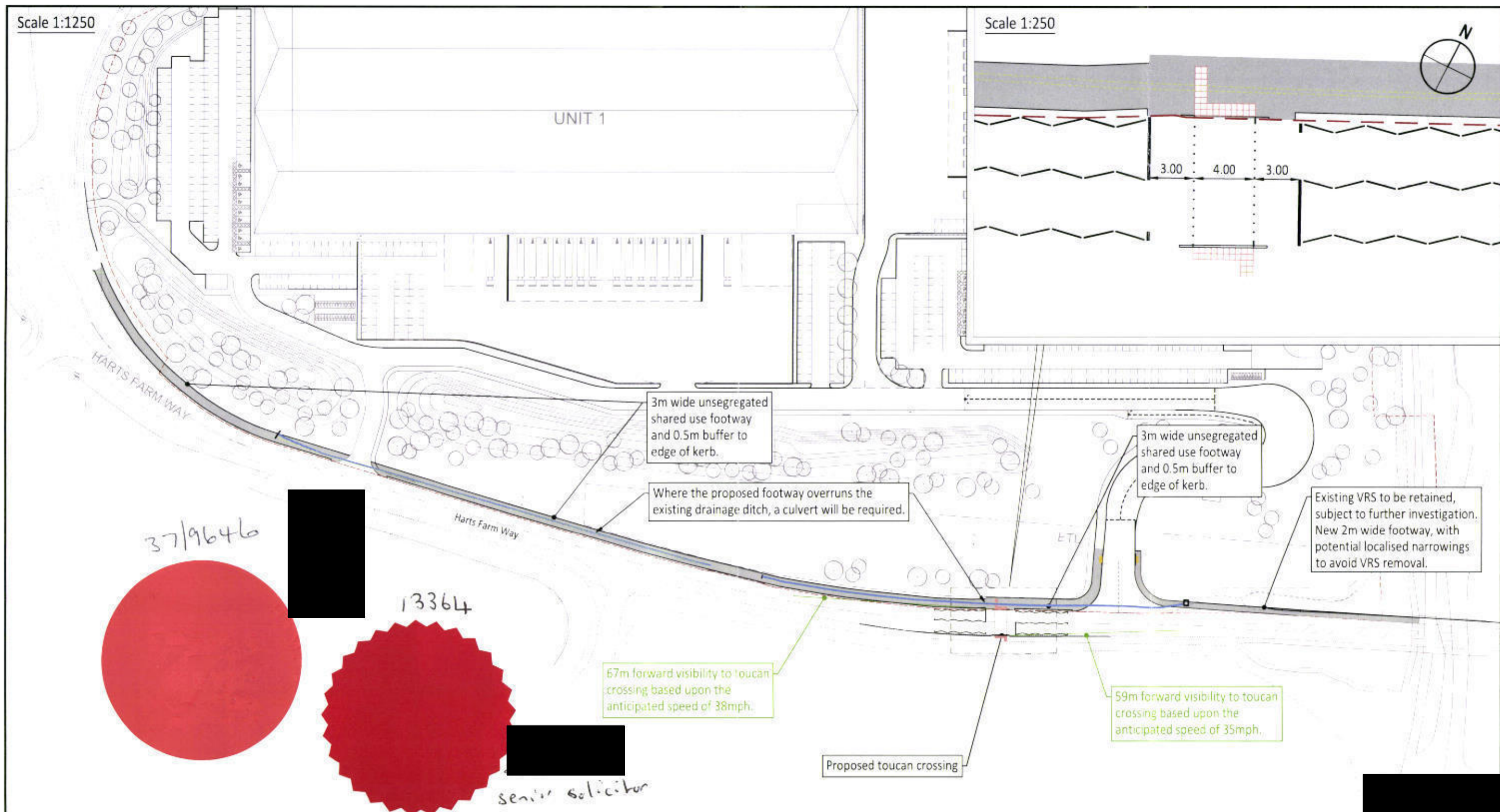
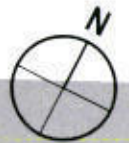


01
200
SITE LOCATION PLAN
1:1000

Appendix 2 – Highway Drawing 205465/PD03 Rev G.

Scale 1:1250

Scale 1:250



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REV.	DETAILS	DRAWN	CHECKED	DATE	Notes
A	Footway removed	JB	AW	19.01.2021	1. This is not a construction drawing and is intended for illustrative purposes only. 2. White lining is indicative only. 3. Layout is based on MSA drawing: 31383-PL-203 Site Layout Option 2
B	Pedestrian crossing moved east	JB	AW	27.01.2021	
C	Pedestrian crossing moved west	JB	AW	30.04.2021	
D	Architect layout updated	JB	HA	07.06.2021	Key — Approximate location of existing drainage ditch - - - Site boundary
E	Footway link added	JB	AW	03.03.2022	
F	Shared facility added to west	TF	AW	15.03.2022	
G	Footway link added	TF	AW	17.03.2022	

Harts Farm Way, Havant

Exton Estates

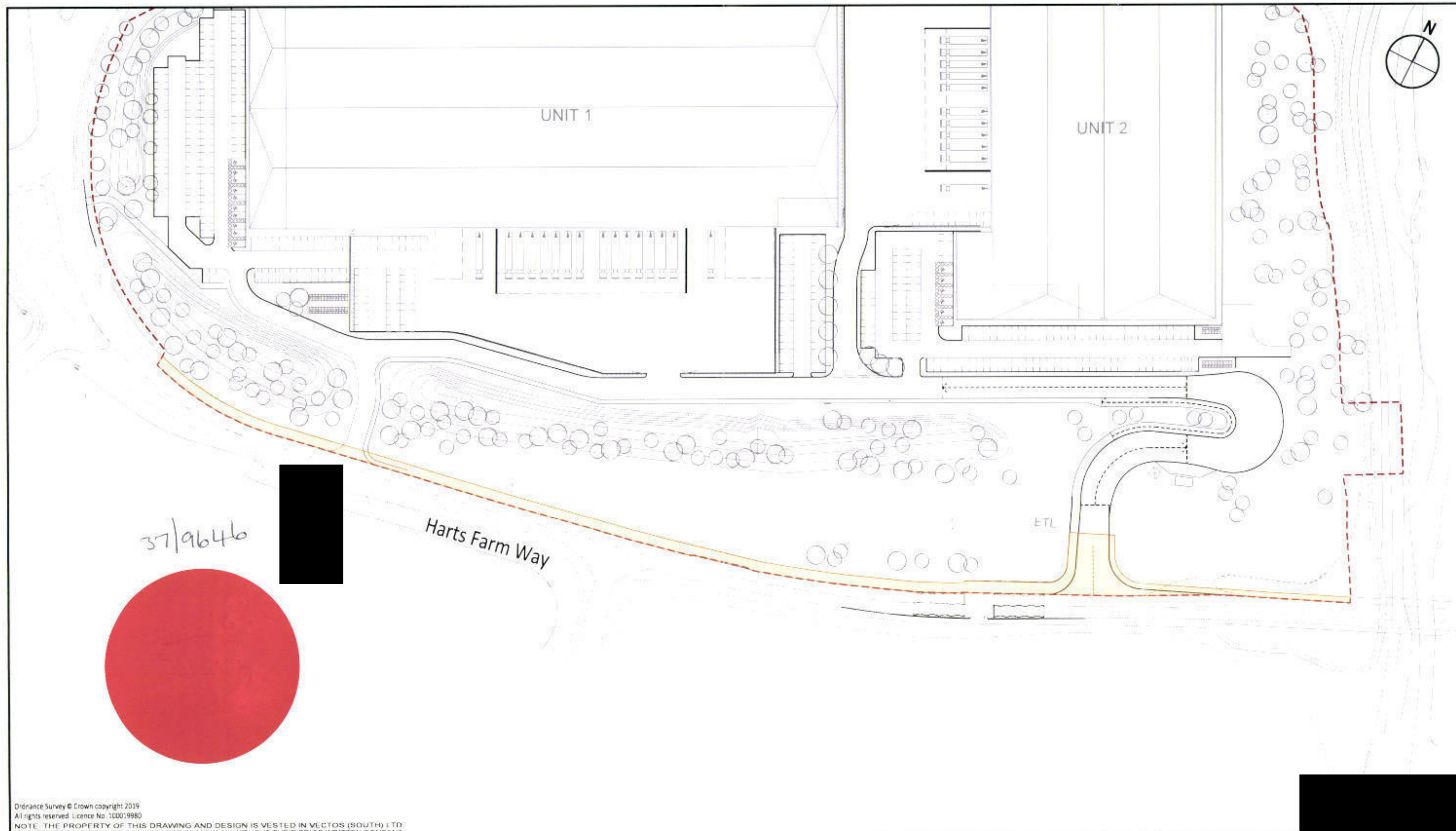
Proposed Footway & Toucan Crossing

vectos. | PART OF **SLR**

Network Building, 97 Tottenham Court Road, London W1T 4TP
t: 020 7580 7373 e: vectos@vectos.co.uk

DRAWN	CHECKED	DATE	SCALES	DRAWING NUMBER	REVISION
JB	HA	15.10.2020	1:1250 & 1:250 at A3	205465/PD03	G

Appendix 3 – Highway Drawing 205465/PD14



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REV	DETAILS	DRAWN	CHECKED	DATE
1				

Notes:

1. This is not a construction drawing and is intended for illustrative purposes only.
2. White lining is indicative only.
3. Layout is based on MSA drawing: 31383-PL-203 Site Layout Option 2

Key

- Site boundary
- Extent of land to be adopted as publicly maintainable highway

Harts Farm Way, Havant

Highways Adoption Plan

DRAWN	CHECKED	DATE	SCALE
JB	AW	17.03.2022	1:1250 at A3

Exton Estates

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DRAWING NUMBER	REVISION
205465/PD14	-

Appendix 4 – Framework Travel Plan

WORKPLACE TRAVEL PLAN

Clowes Developments (UK) Ltd

Former Landfill Site, Brockhampton West, Harts Farm Way,
Havant

February 2021

Workplace Travel Plan

vectos.co.uk

Contents

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1 Introduction

1.1 Vectos have been appointed by Clowes Developments (UK) Ltd to provide advice on the traffic and transport aspects in relation to the proposed development on land to the west of Brockhampton, Havant. The site is located within the administrative boundaries of Havant Borough Council (HBC) and Hampshire County Council (HCC). The location of the site is shown in **Figure 1**.

1.2 The site comprises undeveloped land and is bound by the A27 Havant Bypass to the north, the Hermitage Stream to the east and Harts Farm Way to the south and west. The site is located immediately to the south east of the A27 / Harts Farm Way junction. Vehicular access to the site is achieved via an existing T-junction from Harts Farm Way.

1.3 The development proposals are for:

"Outline application for the development of new employment units to provide up to 29,000 sqm (gross internal area) for flexible use across use classes E (light industrial), B2 and B8 with ancillary offices, car parking, service yards, drainage works, landscaping and associated works to prepare the site for development. All matters are reserved except the primary means of access to the site."

1.4 This Workplace Travel Plan (WTP) considered Travel Plan guidance contained within the National Planning Practice Guidance (NPPG), HCC's 'A Guide to Development Related Travel Plans' document and the Havant Local Plan.

Mission Statement

1.5 The predominate aim of this WTP is to put in place the management tools deemed necessary to enable employees of the development to make more informed decisions about their travel, which minimises the adverse effects of their travel on the environment. This is achieved by setting out a strategy for eliminating the barriers keeping employees from using sustainable modes which in effect self manages single-occupancy vehicle use.

Scope

1.6 This WTP has been written as a standalone document and contains all the relevant information needed to effectively implement and monitor the Travel Plan itself.

1.7 The remainder of this document is structured as follows:

- **Section 2** – Outlines the site location and accessibility by non-car modes;
- **Section 3** – Outlines the baseline travel patterns for employees at the site;
- **Section 4** – Sets out the objectives and targets of the Travel Plan;
- **Section 5** – Outlines the Travel Plan strategy;

- **Section 6** – Sets out the measures that will be implemented to help achieve the objectives and targets of the Travel Plan;
- **Section 7** – Outlines the monitoring and review programme which will ensure the Travel Plan continues to develop;
- **Section 8** – Sets out the Action Plan for the site.

2 Site Location and Accessibility by Non-Car Modes

- 2.1 This section of the WTP provides an overview of the current accessibility of the site in terms of sustainable travel.

Site Location

- 2.2 The location of the site in both a strategic and local context is shown in **Figures 1** and **2**, respectively.
- 2.3 The site comprises reclaimed land, which has previously been used as landfill for a variety of refuse materials, including household waste. The site is otherwise undeveloped.

Accessibility by Non-Car Modes

- 2.4 The following section outlines the accessibility of the site by sustainable modes. A plan illustrating the connections available is included at **Figure 3**.

Walking and Cycling

- 2.5 Pedestrian access to the site is currently achieved via the existing vehicular access from Harts Farm Way. A shared footway / cycleway is provided to the south of the site along the westbound side of Harts Farm Way. In addition, a footway is provided on the northern side of Harts Farm Way once the carriageway has crossed over the Hermitage Stream immediately to the east of the site.
- 2.6 A number of shared footways / cycleways surround the site including at the A27 / A3(M) interchange and north towards the key residential area of Bedhampton. The shared footways / cycleways surrounding the site are of sufficient width with street lighting alongside dropped kerbs and tactile paving available to cross minor accesses and at junctions, including at the Harts Farm Way / A27 junction to the west of the site.
- 2.7 A second pedestrian access is provided to the north of the site via a pedestrian footbridge over the A27. The footbridge leads from Bedhampton directly into the site. The site is bound by a PRoW to the east, which is designated as footpath Havant 30 on HCC PRoW map. In addition, Solent Way, a long-distance footpath running from Milford-on-Sea to Emsworth Harbour in its entirety, runs to the south and east of the site along the coastal footpath before joining Harts Farm Way to the east of the Hermitage Stream.
- 2.8 The section of shared footway / cycleway along Harts Farm Way forms part of National Cycle Network (NCN) Route 22 which, when complete, will link London with Portsmouth, then Brockenhurst via the Isle of Wight. Locally, the route runs from Portsmouth Harbour Railway Station before travelling north following the alignment of the M27. Upon reaching Cosham, the route continues east towards the site before continuing north to Havant Railway Station and Petersfield. This route provides access from a number of nearby key residential areas, most pertinently Havant.
- 2.9 Certain roads throughout the surrounding industrial estate, including Southmoor Lane and Brookside Road, include on-road cycle lanes. Other surrounding roads throughout the industrial estate are wide, have slow speed limits and are conducive to cycling. In addition, in proximity to the site, NCN

Route 2 runs south towards Hayling Island and NCN Route 222 runs north towards Drayton and Farlington.

Public Transport

Bus Services

- 2.10 The nearest bus stops lie approximately a 1km walk to the north west of the proposed development on Havant Road (A2030) (Forty Acres). The eastbound bus stop is provided with seating, timetable information and a flag and pole arrangement, while the westbound bus stop is also provided with a bus shelter. These stops are served by the 21 and 23 bus services providing connections to Havant, Portsmouth, and Southsea.
- 2.11 In addition, further bus stops are located on Langstone Road approximately a 1.5km walk east of the site. The southbound bus stop (Woodbury Avenue) is provided with timetable information and a flag and pole arrangement, while the northbound bus stop (Langbrook Close) is also provided with a bus shelter and seating. These stops are served by the 30 and 31 bus service providing connections to Havant, Hayling Island and Eastoke.
- 2.12 Comprehensive services are available from Havant Bus Station approximately a 2km walk north east of the site. Services include the 20, 37 and 700 bus services providing connection to locations including Petersfield, Portsmouth, and Chichester.
- 2.13 A summary of the bus services that call at these stops is provided in **Table 2.1**.

Table 2.1: Existing Bus Services

Route Number	Route	Weekday Frequency
Forty Acres		
21	Havant - Leigh Park - Bedhampton - Farlington - Hilsea - Portsmouth	2 per hour
23	Leigh Park - Havant - Bedhampton - Cosham - Portsmouth - Southsea	4 per hour
Woodbury Avenue / Langbrook Close		
30	Havant - Hayling Island - Eastoke (circular)	2 per hour
31	Havant - Hayling Island - Eastoke (circular)	2 per hour
Havant Bus Station		
20	Havant - Leigh Park - Bedhampton - Purbrook - Cosham - Portsmouth	2 per hour
21	Havant - Leigh Park - Bedhampton - Farlington - Hilsea - Portsmouth	2 per hour
23	Leigh Park - Havant - Bedhampton - Cosham - Portsmouth - Southsea	4 per hour

Route Number	Route	Weekday Frequency
27	Rowlands Castle - Leigh Park - Havant - Denvilles - Emsworth	1 per 2 hours
30	Havant - Hayling Island - Eastoke (circular)	2 per hour
31	Havant - Hayling Island - Eastoke (circular)	2 per hour
32	Hayling Island - Havant	1 per hour
37	Havant - Purbrook - Waterloooville - Cowplain - Horndean - Clanfield - Petersfield	1 per hour
39	Havant - Leigh Park - Bedhampton - Purbrook - Waterloooville - Wecock	3 per hour
700	Felpham – Bognor Regis – Chichester – Emsworth – Havant - Portsmouth	2 per hour

Rail Services

- 2.14 Bedhampton Railway Station is the nearest station located approximately a 1.7km walk north east of the site. The station is operated by South Western Railway.
- 2.15 In addition, Havant Railway Station is located approximately a 2.3 km walk north east of the site. The station is also operated by South Western Railway, however, a wider range of services with greater frequencies are available from this station.
- 2.16 A summary of the services available from both Bedhampton and Havant Railway Station is provided in **Table 2.2**.

Table 2.2: Existing Rail Services

Destination	Weekday Frequency
Bedhampton Railway Station	
Littlehampton	1 per hour
Portsmouth & Southsea	2 per hour
Portsmouth Harbour	1 per hour
London Waterloo	1 per hour
Havant Railway Station	
Portsmouth Harbour	3 per hour
Portsmouth & Southsea	4 per hour
Brighton	2 per hour
Southampton Central	2 per hour
London Waterloo	2 per hour
London Victoria	2 per hour
Littlehampton	1 per hour

Summary

- 2.17 The site is accessible by walking and cycling with dedicated routes leading directly to the site. Of note is the shared footway/cycleway on the southern side of Harts Farm Way which forms part of NCN Route 22. Nearby train stations are accessible within an acceptable cycling distance from the site and bus stops are located within walking distance from the site.

3 Baseline Travel Patterns

Summary

- 3.1 This section will set out the baseline mode split information for employees of the proposed development. These will be used as a basis for setting future targets in this WTP.

Mode Share

- 3.2 Within the first six months of occupation of the site, employee travel surveys will be completed which will accurately identify the travel patterns of employees to the site. These will be carried out in the form of travel survey questionnaires and will identify an employee's main mode of travel to work. The exact nature of the survey will need to be discussed and agreed in advance with HCC and HBC. The baseline data will be a useful guide in the setting of realistic targets for mode shift over the life of the development. Details of the management of the survey are set out in **Sections 5 and 7**.
- 3.3 In the interim, and for the purpose of setting indicative targets as part of this WTP, the method of travel to work mode split has been derived from 2011 Census data (WU03EW), for employees of Havant 018 ward, which encompasses the site. This has been used to give an indication of the expected mode split for employees. This is summarised in **Table 3.1** below. It should be acknowledged that the mode share presented is likely to change to reflect the baseline travel surveys undertaken once the site is operational. These changes will be discussed with HCC and HBC.

Table 3.1: Workplace Mode Split (Havant 018)

Mode	Mode Split
Underground, metro, light rail or tram / Train	2%
Bus, minibus, or coach	5%
Taxi	2%
Motorcycle, scooter or moped	1%
Driving a car or van	64%
Passenger in a car or van	9%
Bicycle	4%
On foot	12%
Other method of travel to work	0%

- 3.4 **Table 3.1** indicates that, for Havant 018, approximately 23% of employees use sustainable and active modes of transport such as walking, cycling or public transport to travel to work.
- 3.5 The mode share shown above will be used to derive interim WTP targets. If, after the baseline travel surveys have been undertaken, it is found that the expected mode split is not accurate, the targets will be adjusted to reflect the actual mode split.

- 3.6 The undertaking of the baseline surveys represents the start of the WTP for monitoring purposes and will provide a basis for ratifying and adjusting the targets as set out in the WTP.

4 Objectives and Targets

Introduction

- 4.1 This section of the report sets out the overarching objectives for the WTP, as well as targets for the short and medium term. It includes indicators through which progress towards meeting the targets will be measured. Further information on monitoring and review of the WTP can be found in **Section 7**.

- **Objectives** are the high-level aims of the WTP. They help to give the Travel Plan direction and provide a clear focus.
- **Targets** are the measurable goals by which progress will be assessed. The WTP sets out targets which will be sought to be achieved within the period covered by this Travel Plan.

Objectives

- 4.2 The WTP's overriding objective is:

To engage with and encourage employees to use more sustainable ways of travelling to/from the site through more effective promotion of active modes. This will minimise the impact of the development on the surrounding highway network.

- 4.3 The sub-objectives are:

- **Sub-objective 1:** To increase employee awareness of the advantages and availability of sustainable / active modes of transport;
- **Sub-objective 2:** To promote the health and fitness benefits of active travel to all users; and therefore
- **Sub-objective 3:** To reduce the dependence of staff on travelling by private vehicles.

- 4.4 These objectives will be achieved by introducing a package of physical and management measures that will facilitate employee travel by sustainable modes.

Targets

- 4.5 Travel Plan targets are measurable goals by which progress can be assessed. These targets should be reviewed through a programme of monitoring (outlined in **Section 7**) to ensure they remain SMART (Specific, Measurable, Achievable, Realistic and Timed).

- 4.6 There are two types of targets, namely: 'Action' and 'Aim' targets.

- **Action Targets** are non-quantifiable actions that need to be achieved by a certain time.
- **Aim Targets** are quantifiable and in the case of this WTP relate to the degree of modal shift the plan is seeking to achieve.

Action Targets

- 4.7 The action targets for this Travel Plan in the short term are:
- To appoint a Travel Plan Co-Ordinator within first six months of occupation; and
 - To coordinate baseline travel surveys (see **Section 7**) within six months of the first occupation of the development.
- 4.8 A further action plan has been completed within **Section 8** of this WTP, this provides the key actions required before and within the first six months of occupation of the development.

Aim Targets

- 4.9 The aim targets of this WTP are focused on employee travel to the site.
- 4.10 The interim baseline travel patterns (as shown in **Table 3.1**) will be used to set targets until baseline travel surveys can be carried out by the future occupier. These will be carried out within six months of occupation of the development.
- 4.11 For this WTP, targets are set over a five-year period from the time of the initial baseline travel survey. The final target for this WTP should be achieved by the fifth anniversary of the first travel survey. There will be an interim review of the progress towards targets on the third anniversary of the initial baseline travel surveys. If the targets are not met by year five, the lifecycle of this WTP may be extended to a date agreeable with HCC, HBC, and the occupier. **Table 4.1** shows the target mode split for the development once the WTP has been implemented.

Table 4.1: Travel Plan Aim Targets

Target	Indicator	Mode Split		
		Baseline (Year 0)	Interim Review (Year 3)	Final Target (Year 5)
Achieve a 5-percentage point increase in sustainable mode share	Travel Surveys	23%	26%	28%
Achieve a 5-percentage point decrease in single occupancy vehicle movements	Travel Surveys	64%	61%	59%

- 4.12 The targets listed in **Table 4.1** are based on census data and therefore may need to be adjusted once an accurate baseline mode share has been established from the baseline travel surveys. Any adjustments to the targets will be discussed and agreed with HCC and HBC.

- 4.13 Indicators are the elements which will be measured in order to assess progress towards meeting the final target. For the most part this will be the main mode listed by employees of the site in the monitoring surveys conducted annually up to and including year five.
- 4.14 This target will be achieved by introducing a package of physical and management measures that will facilitate employee travel by sustainable modes. A description of these measures is set out in **Section 5**.
- 4.15 Details on the review and monitoring of these targets are set out in **Section 7**.

5 Travel Plan Strategy

Management

- 5.1 A Travel Plan Co-Ordinator (TPC) will be appointed whose role will be to encourage and foster a sustainable approach to the development where possible. A TPC will be named within the first six month of the occupation of the development.
- 5.2 The role of the TPC will be part-time and will vary throughout the year in response to campaigns / sustainable transport events / monitoring surveys taking place. The TPC will be allocated enough time to effectively manage and implement the WTP as agreed.

Funding

- 5.3 The WTP, its accompanying measures and initiatives, and the TPC role will be funded by the occupier, throughout the five-year period. The occupier will ensure that the TPC has sufficient funding to effectively implement the WTP.

Travel Plan Coordinator Responsibilities

- 5.4 The TPC will be responsible for the administration of the WTP, the implementation of measures, and for the on-going monitoring and review of the WTP. They will have overall responsibility for ensuring that the measures are successfully delivered on time and to budget.
- 5.5 The TPC will report to the site occupier, HCC, HBC and other involved stakeholders regarding the implementation and progression of the WTP.
- 5.6 The duties of the TPC will therefore include:
- Providing guidance to, and be the main point of contact, for staff and issue travel information to staff;
 - Liaising with staff to inform them of upcoming promotions and to gather feedback on the day-to-day operations of the WTP;
 - Communicating information to staff regarding relevant national and local initiatives related to the promotion of sustainable travel;
 - Undertaking the travel surveys over the five-year period and supply evidence of this to HCC and HBC;
 - Taking responsibility for data collection and review of the WTP;
 - Designing and implementing effective marketing and awareness-raising campaigns to promote the WTP;
 - Liaising with external organisations, e.g., local authorities and retailers;

- Co-ordinating the monitoring programme for the WTP, including target setting (in agreement with HCC and HBC) and make necessary changes if the targets are not being met; and
- Establishing and maintaining a filing system for recording all correspondence relating to the WTP.

Marketing Strategy

- 5.7 An essential element of the strategy identified in this WTP, and one which largely determines its success, is the promotion of the WTP. In order to promote and increase awareness of the WTP, the following measures will be adopted:
- Display of key WTP information within employee travel packs;
 - Arrange Q&A sessions and offer a personalised travel planning service if demand is identified;
 - Promote national travel initiatives and organise events such as organised cycle rides; and
 - The provision of Information Packs.
- 5.8 The Information Packs will be distributed to all staff at the commencement of their employment or upon recruitment.

6 Measures and Initiatives

Introduction

- 6.1 This section of the WTP outlines the specific physical and management measures to be implemented as part of the WTP. The implementation of these measures includes both 'hard' and 'soft' measures and is considered to be the core of the WTP.
- 6.2 The measures outlined below will be agreed with HCC and HBC as being suitable for the situation at the site. However, this list is not exhaustive and the TPC will be free to investigate other potential initiatives.
- 6.3 An Action Plan is also included in this report, at **Section 8**, which shows the measures / initiatives and a possible timescale for implementation.

Measures

Management and Promotion

- 6.4 A TPC will be appointed to manage the WTP. The future occupier will be responsible for appointing a member of staff to fulfil this role and will ensure that they have sufficient time and resources to undertake their responsibilities.
- 6.5 The TPC will be responsible for overseeing the implementation of the WTP. The TPC will provide personalised travel planning advice to staff should demand be identified, as well as providing Information Packs to all new staff.
- 6.6 This Information Pack will contain information regarding:
- Walking and cycling routes;
 - Bus and train station locations and timetable information;
 - Journey Planner tools;
 - Car sharing opportunities;
 - Contact details for the TPC; and
 - Brief overview of the WTP.
- 6.7 The TPC will continuously promote the WTP and its initiatives and will be responsible for investigating new ways for staff to become involved. The TPC will also publicise the on-going progress and successes of the WTP in order to encourage staff to start to travel or continue to travel sustainably.

Walking

- 6.8 The TPC will report the results of the travel survey to the relevant HCC and HBC officers and will liaise with them to establish the potential for improvements to existing off-site facilities.

- 6.9 The TPC will be responsible for promoting the benefits of walking to staff of the site. As well as providing information regarding local walking routes within the Information Packs, the TPC will promote public health campaigns such as Change 4 Life (NHS programme) and walking challenges such as the 10,000 steps a day campaign. These highlight the health benefits associated with active travel.

Cycling

- 6.10 Long-stay and short-stay cycle parking will be provided in accordance with the HBC Parking Supplementary Planning Document. As such, a total of 88 cycle parking spaces will be provided.
- 6.11 The TPC will investigate the opportunity for a cycle to work scheme which allows employees to obtain a bike and cycle accessories through a salary sacrifice scheme. This scheme is provided through employers and also allows employees to spread the cost over 12 months.
- 6.12 As described previously, information regarding local cycle routes will be provided within Information Packs provided to staff upon commencement of their employment. Employees will be provided with information and advice concerning safe cycle routes to the site.
- 6.13 The TPC will also liaise with HCC and HBC to discuss ideas for awareness raising events and initiatives. Participation in national and local events for specific campaigns will also form a central role in raising awareness of travel options such as National Bike Week.
- 6.14 The TPC will investigate cycle training for staff, on either an individual or group basis, depending on the number and ability of participants and availability of trainers. The aim is to make cyclists more confident and comfortable cycling on the road, therefore encouraging them to cycle to / from the site on a regular basis.

Public Transport

- 6.15 Up-to-date timetables and journey planning tools, including route information and service frequencies, will be provided within the staff Information Packs.
- 6.16 In addition, links to the National Rail and Traveline websites as well as enquiry phone numbers will be advertised through all relevant means. Contact details for local taxi operators will be available on within the staff Information Packs.

Other Measures

- 6.17 Travel awareness measures should play a key part of the WTP, for example:
- Car-free days to be promoted;
 - Promote the use of a car sharing database such as Liftshare;
 - Personalised travel information if the demand is identified;
 - Promote participation in National Bike Week events; and

- Promoting the health and cost benefits of using sustainable transport.

7 Monitoring and Review

Introduction

- 7.1 The WTP is part of a continuous process for improvement, requiring monitoring review and revision to ensure it remains relevant. This section sets out the proposals for monitoring and review of the WTP.

Monitoring

- 7.2 All monitoring will follow the most up to date DfT, HCC and HBC best practice guidance and will be the responsibility of the TPC.
- 7.3 The monitoring programme will begin with the initial baseline travel survey, to be undertaken within six months of occupation of the development.
- 7.4 The WTP will be monitored on a five-year cycle. Monitoring surveys will be undertaken in years 0, 1, 3 and 5 on the anniversary of the initial baseline travel survey. The baseline survey represents the start of the travel plan for monitoring purposes.
- 7.5 The interim (Year 3) targets set out in this WTP may be revised on the results of the initial baseline travel survey if the modal split is found to be considerably different from the census data modal split. The targets will be discussed with HCC and HBC before being finalised.
- 7.6 If sustainable travel targets have not been met by the end of the WTP's five-year lifespan, monitoring could be extended.
- 7.7 Additional monitoring of the following is also useful to judge whether the implementation or proportion of certain measures needs to be modified. The following factors should be monitored on a constant basis:
- Comments received from employees relating to the operation and implications of the WTP; and
 - Information gathered through the monitoring process will be recorded for input to the annual review (outlined below). The information will be made available to HCC and HBC.

Reporting

- 7.8 A WTP review will be undertaken by the TPC in years 1, 3 and 5 to assess the progress of the WTP. This will outline the results of the survey, measures that have been implemented and any changes to targets and measures as a result of the survey data. The report will also incorporate the results of monitoring throughout the preceding period. The report will be issued to HCC and HBC within three months of completion of the survey. Any revisions to targets or measures will be agreed with HCC and HBC.

8 Action Plan

- 8.1 The Action Plan outlined in **Table 8.1** sets out the measures included within the WTP that are directed at influencing employee travel.

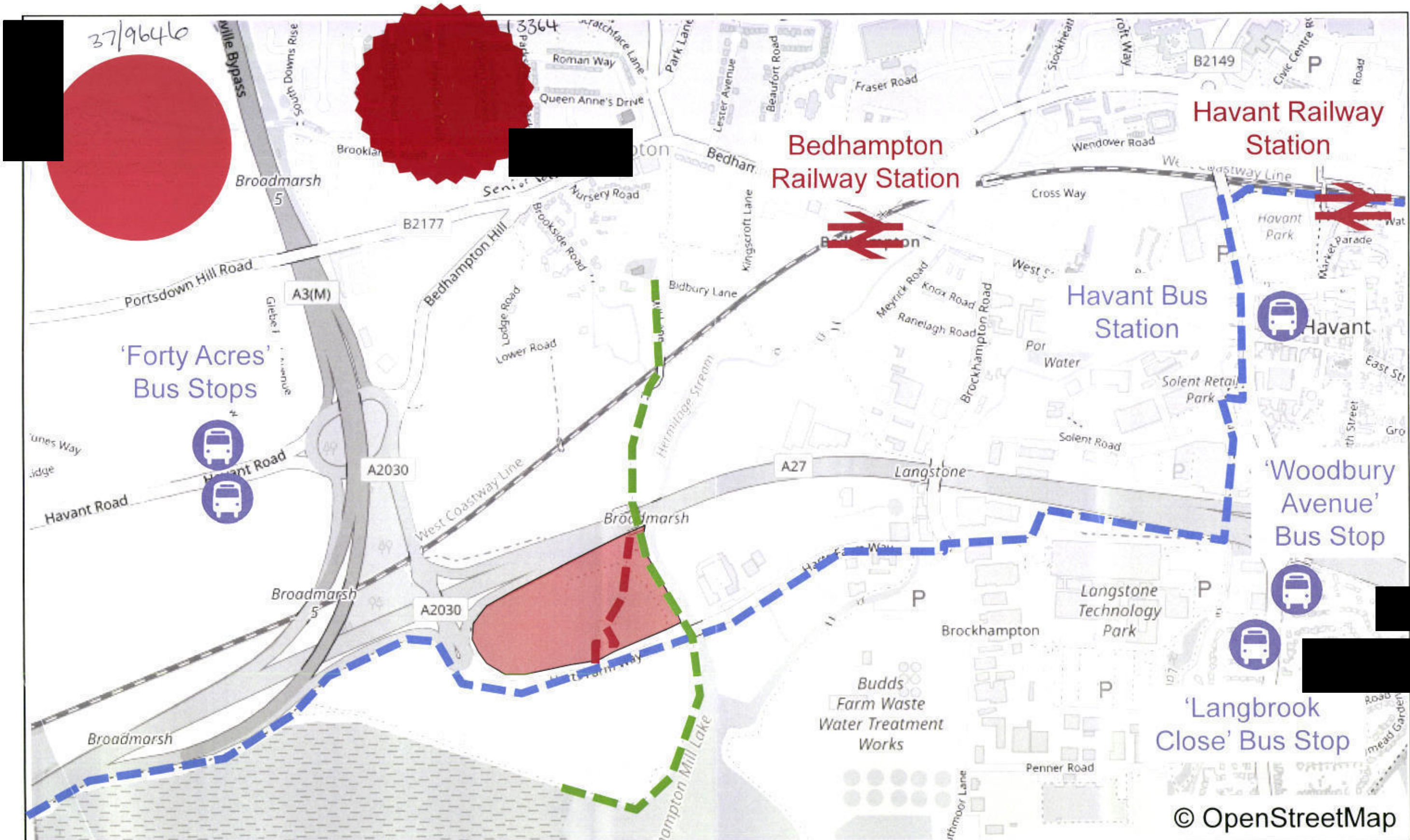
Table 8.1: Action Plan for Travel Plan Measures

Measures	Notes	Timescale	Monitoring Method	Responsibility
General				
Appointment of Travel Plan Coordinator	Part time role	Within six months of the occupation of development	N/A	Occupier
Information Packs for all Employees	Staff to be provided with relevant information	Upon recruitment	N/A	TPC
Cycling				
Provision of cycle parking	Provision to be in accordance with HBC standards	As part of construction	N/A	Developer
Provide cycle route maps and other information relating to cycle facilities	Staff to be provided with relevant information	Ongoing	Monitor uptake through travel surveys	TPC
Investigate the provision of cycle to work schemes	Making cycling cheaper and more convenient	Ongoing	TPC to monitor uptake through travel surveys	TPC
Promote available cycle training	Making cycling more accessible	Ongoing	TPC to monitor uptake through travel surveys	TPC
Walking				
Health benefits of walking to be promoted (10,000 Steps a Day)	Promoted in conjunction with the organisation of social walks and walk to workdays	Spring and Summer (annually)	Monitor uptake through travel surveys	TPC

Employees provided with information related to safe walking routes	Staff to be provided with relevant information	Upon recruitment	Monitor uptake through travel surveys	TPC
Public Transport				
Journey planner information to be provided	Staff to be provided with relevant information	Ongoing	N/A	TPC
Other				
Promote initiatives to encourage sustainable travel such as commuter challenges and car-free days	Investigate local/national and regional options	Ongoing	TPC to monitor	TPC

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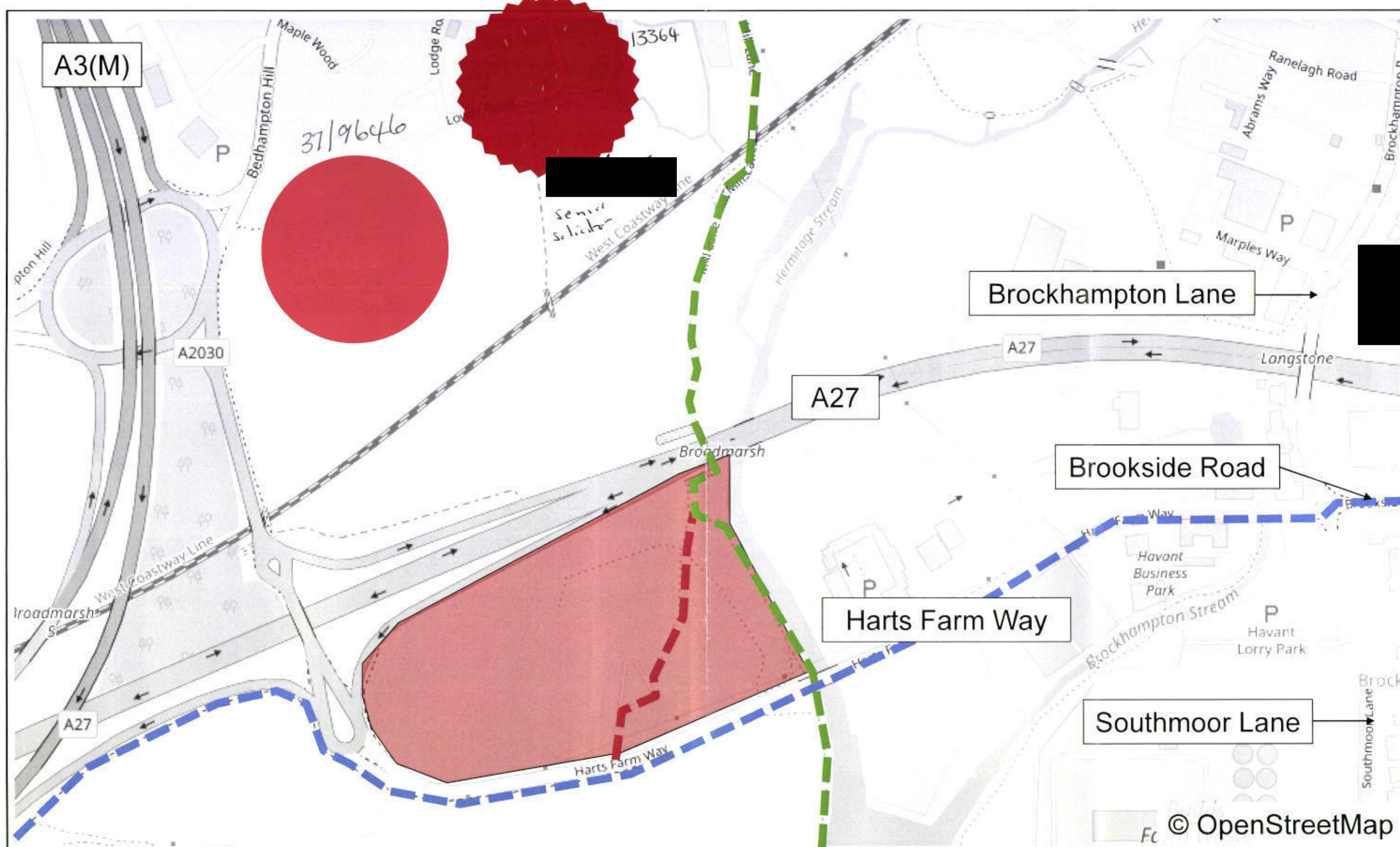
Figures



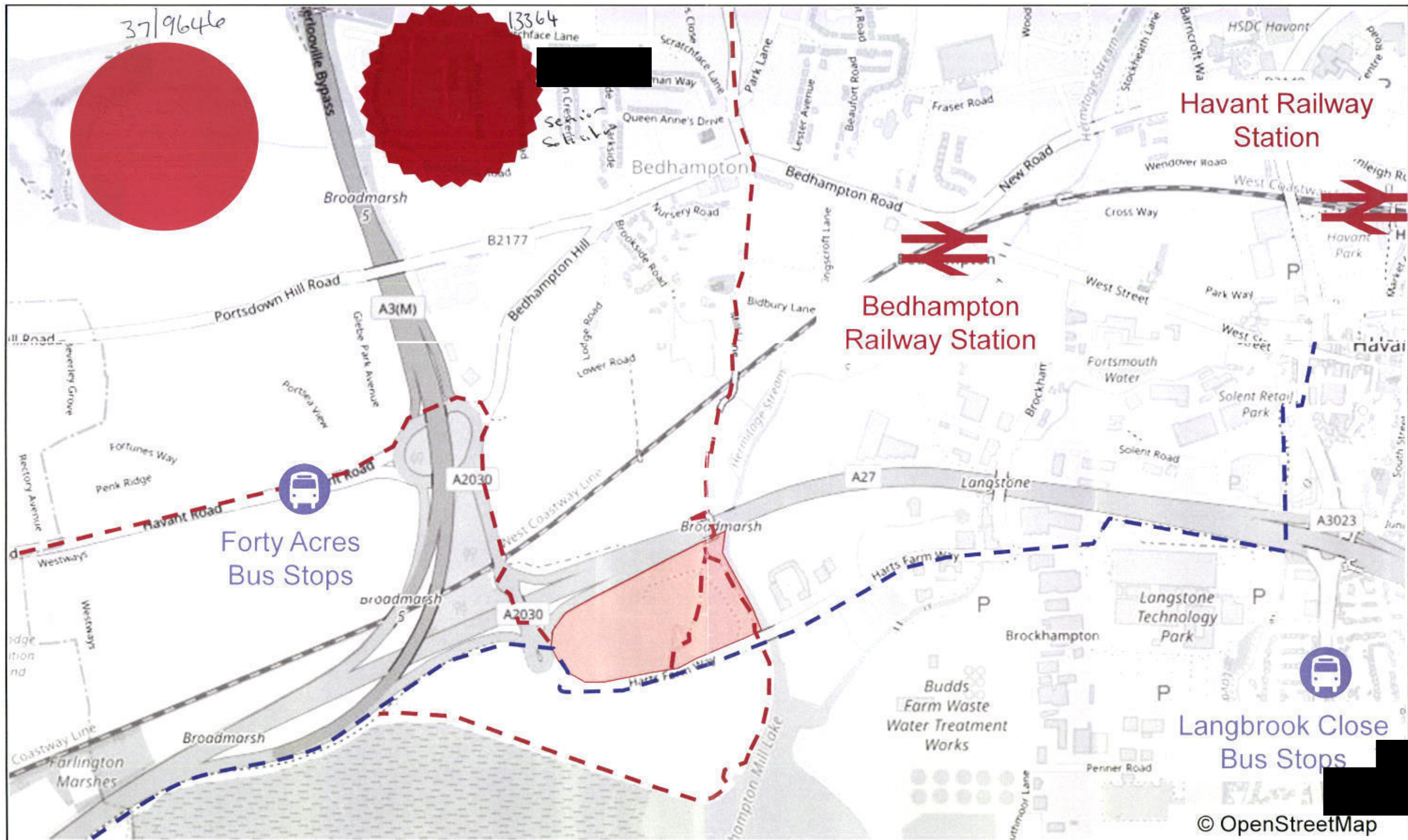
Key:	
	Site Boundary
	NCN Route 22
	Havant 30 Footpath
	Undesignated Footpath
	Railway Station
	Bus Stop

Harts Farm Way, Brockhampton West	
Strategic Site Location	
DRAWN: SB	CHECKED: HA
DATE: 21/10/2020	SCALE: NTS

Clowes Developments (UK) Ltd.
vectos.
Network Building, 97 Tottenham Court Road, London W1T 4TP Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk
DRAWING REFERENCE: Figure 1



Key: Site Boundary NCN Route 22 Havant 30 Footpath Undesignated Footpath	Harts Farm Way, Brockhampton West Local Site Location DRAWN: SB CHECKED: HA DATE: 21/10/2020 SCALES: NTS	Clowes Developments (UK) Ltd. vectos. Network Building, 97 Tottenham Court Road, London W1T 4TP Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk DRAWING REFERENCE: Figure 2
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Key:



Site Location



NCN Route 22



Bus Stops



Footways



Railway Stations

Harts Farm Way, Havant

Clowes Developments (UK) Ltd.

Sustainable Transport Connections

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Tel: 020 7580 7373 Email: vectos@vectos.co.uk www.vectos.co.uk

DRAWN:

HA

CHECKED:

AW

DATE:

09/02/2021

SCALES:

NTS

DRAWING REFERENCE:

Figure 3

EXECUTED as a DEED by affixing

THE COMMON SEAL of

THE COUNCIL OF THE BOROUGH OF HAVANT

in the presence of:



[Redacted signature]

Authorised Signatory

EXECUTED as a DEED by affixing

THE COMMON SEAL of

HAMPSHIRE COUNTY COUNCIL

in the presence of



[Redacted signature]

Authorised Signatory

37/9646.

Name (capitals): TNESTOUR

Position: Legal Team Leader

EXECUTED as a DEED by CLOWES DEVELOPMENTS (UK)
acting by a Director
in the presence of:



Director



Witness

Witness Name:

Witness Address:

Witness Occupation: